Rural Collectors provide access to all levels of arterials, are typically constructed to accommodate two (2) lanes with gravel shoulders on both sides, and provide an operating speed of thirty to forty miles per hour (30-40 mph). The gravel shoulder may be reduced on one side to provide a wider shoulder on the other for equestrian access, with permission from the City Engineer. The design year ADT is 1,000 to 5,000 vehicles per day.

10.01.3 Local Streets

Local streets are the most common streets classified in the City. This classification can be broken up into four categories as follows:

10.01.3.1 Local Residential — Standard Detail TRAFFIC-32

Local Residential streets provide access to abutting residential parcels. They offer the lowest level of mobility among all street classifications. The street is designed to conduct traffic between dwelling units and higher order streets. As the lowest order street in the hierarchy, the access street usually carries no through traffic and includes short streets, cul-de-sacs, and courts. Service to through traffic movement is discouraged and the street usually contains no transit bus routes.

Local Residential streets are typically constructed to accommodate two (2) lanes of traffic, on-street parking (one side only, on the side with the abutting sidewalk; the other side shall be signed “No Parking”), and an operating speed of twenty-five miles per hour (25 mph). The design ADT is 200 to 1,200 vehicles per day.

10.01.3.2 Local Non-Residential — Standard Detail TRAFFIC-33

Local Non-Residential streets provide direct access to higher order classification streets and serve primarily industrial/manufacturing land uses. They offer lower level of mobility and accommodate heavy vehicle traffic. Service to through movement is discouraged.

Typically constructed to accommodate two (2) lanes of traffic with an operating speed of twenty-five miles per hour (25 mph). The design year ADT is 400 to 1,200 vehicles per day.

10.01.3.3 Rural Residential — Standard Detail TRAFFIC-34

The Rural Residential streets primarily provide access to the adjacent land and distribute traffic to and from the principal or minor arterials and local access streets. The travel distance is relatively shorter as compared to Rural Collectors.

Rural Residential roads are typically constructed to accommodate two (2) lanes of traffic with gravel shoulders on both sides and an operating speed of twenty-five miles per hour (25 mph). The design year ADT is 100 to 1,000 vehicles per day.

10.01.3.4 Private Street

Community street requirements are usually best served by public streets, owned and maintained by the City. Private streets may be appropriate for some local accesses in very limited usage. Private streets shall provide a direct access to City streets and shall be limited to those streets accessing properties within a planned area or properties immediately adjacent. Private streets shall not be used by residents to travel from one public street to another. The design of a private street shall be such that it will discourage any through traffic of non-residents. A private street will not be allowed if it will result in land locking present or planned parcels.

Private streets shall be in conformance with the street standard that most closely reflects their intended use, with a minimum of 34 feet of pavement width or 28 feet of

pavement width with a marked fire lane on one side. Private street networks shall be configured to deter speeding. Traffic calming measures may also be required to deter speeding.

Private streets shall have a permanently established tract or easement providing legal access to each lot served. A capable, legally responsible owner or homeowner's association shall be established to maintain private streets. A plat or short plat with private streets requires an executed recorded Private Street Maintenance Agreement and a Storm Water Easement and Maintenance Agreement that obligate the future property owners to maintain the infrastructure indefinitely.

10.01.4 Alleys

Alleys afford a secondary means of vehicular access to abutting property and are not intended for general traffic circulation. By providing vehicular access to the rear or side of a building, alleys can alleviate traffic problems on City streets from deliveries and other vehicle-related services. Alleys should provide through access between City streets. In cases where this is not feasible, adequate turnarounds shall be provided. All new alleys in new plats shall be private.

Alleys incorporate much of the design criteria used in designing local streets; however, there are some exceptions. The following is a list of alley design standards that differ from local street elements:

A. Alleys shall have a minimum width of twenty feet (20') of asphalt pavement.

B. The pavement section for alleys located in non-single family zones shall be consistent with a local non-residential street standard,

C. Curb and gutter, sidewalk, lighting, and landscaping are not required along alleys.

D. Alleys may be paved with inverted crown at centerline to convey storm water into catch basins located at low points in the invert.

E. Alleys shall connect to City streets via a commercial driveway apron.

The design requirements for alleys serving alley loaded lots shall be determined on a case-by-case basis depending upon the specific application. As a minimum these types of alleys shall meet the functional requirements of pedestrian, vehicular, and emergency access, with considerations for parking, drainage, landscaping, and lighting.

10.01.5 Private Access Roads on Access Tracts or Easements (Shared Driveways)

Access roads provided on access tracts or easements, also known as shared driveways, provide access for up to four (4) residential units in short plats and up to six (6) residential units in long plats on panhandle/flag lots and rear lots that do not have direct access to public street frontage. They will be private roads that shall be maintained by the property owners who use them to access their property.

All access roads shall meet the following general standards:

A. Access roads shall be limited to 600 feet in length.

B. The width of the access tract/easement shall match the required pavement width, including the width of any pedestrian improvements, and the area needed for private drainage facilities. If the access is also acting as a joint utility easement or tract, the width must accommodate the public utility requirements.

C. The connection of an access road to the public street shall be by a commercial driveway apron. The connection of individual lots to the access road shall be by a residential driveway apron.

D. Access roads shall meet the geometric design standards for local residential streets.

E. Access roads shall be signed as private drives inclusive of all addresses being served off the access road.

New and/or existing access roads serving 2 residential units shall meet the following additional standards:

A. The minimum pavement width shall be 24 feet. The pavement width may be reduced to 20 feet if the new residential unit using the access road has a residential fire sprinkler system installed or a fire hydrant exists within 450 feet of the residences measured as the fire vehicle lays its hose.

Existing access roads serving 3 to 6 residential units when only one additional residential unit is being created or developed shall meet the following additional standards:

A. The minimum pavement width shall be 24 feet and be marked as a fire lane per ACC 15.36A. The pavement width may be reduced to 20 feet if the new residential unit using the access road has a residential fire sprinkler system installed or a fire hydrant exists within 450 feet of the residences measured as the fire vehicle lays its hose.

B. An additional 5 foot wide pedestrian pathway along one side of the paved access road separated by a 4-inch wide painted line.

C. Access roads exceeding 150 feet in length shall also include an adequate turnaround at the end of the road.

New access roads serving 3 to 6 residential units shall meet the following additional standards:

A. Access roads 75 feet or less in length shall have a minimum pavement width of 20 feet and shall be marked as a fire lane per ACC 15.36A.

B. Access roads exceeding 75 feet in length shall have a minimum pavement width of 34 feet. The pavement width may be reduced to 24 feet if one side of the access road is marked as a fire lane per ACC 15.36A.

C. Access roads exceeding 150 feet in length shall also include an adequate turnaround at the end of the road.

D. An additional 5 foot wide sidewalk and cement concrete traffic curb per F-10.12-00 is required on both sides of the access road. The material for the sidewalk shall be consistent with the surrounding neighborhood sidewalks.

10.01.6 Half-Streets

A Half Street could be comprised of any one of the above street classifications. Half Streets require, at a minimum, the construction from one side of the street, including the curb & gutter, storm drainage, sidewalk and landscape strip, to the street centerline. Half Streets will need to be constructed when a proposed new development or redevelopment of a property is located on a public street that is not currently built to City standards. Half Street construction may also be required for property that abuts future streets proposed in the City's Comprehensive Plan.

When Half Street construction is required on an existing paved street, the design of the Half Street shall be consistent with the existing street conditions. This could require construction of more than half the street for safety and drainage reasons.

When Half Street construction is required on unpaved streets or unimproved areas, a minimum of twenty-four feet (24') of pavement will be required. In these cases, the street should be designed to provide drainage for the constructed portion of the street. Provisions shall be made to allow for extension of the storm drainage system to the undeveloped portion of the street for future construction.

The construction of a Half Street may require the dedication of additional right-of-way. If a Half Street does not connect at both ends to other streets, construction of a cul-de-sac will be required.

Where Half Streets are connected to existing streets, transition tapers will be required when edges of pavement do not match. The following formula provides the information necessary to determine the length of the tapers for a specific situation:

For street design speeds of less than forty miles per hour (40 mph)

$$\frac{WS^2}{60} = L$$

w = the width of the pavement offset

s = the design speed in mph

L = the length of the taper

For street design speeds of greater than or equal to forty miles per hour (40 mph)

$$WS = L$$

w = the width of the pavement offset

s = the design speed in mph

L = the length of the taper

All proposed utilities located within the portion of the street being built, shall be installed during construction. Half Street construction may also require the upgrading of existing utilities if said upgrading was necessary for the proposed development.

The unfinished side of the Half Street shall be finished with temporary curbing, shoulders, ditches and/or side slopes so as to assure proper drainage, bank stability, and traffic safety.

When Half Streets connect to an intersection, the intersection shall be designed and constructed for the full build-out of the street. The intersection design and construction shall extend at least fifty feet (50') from the travel way of the cross street.